TEXAS TRANSPORTATION COMMISSION

Various Counties **MINUTE ORDER**

Various Districts

The Infrastructure Investment and Jobs Act (Pub. L. 117-58) provides formula funding to deploy electric vehicle charging infrastructure. Texas was allocated $407.8M in formula funds over five (5) years to develop electric vehicle charging.

Transportation Code 222.034(a) describes the process by which the Texas Transportation Commission (commission) may distribute federal aid funds for transportation purposes.

Transportation Code 222.034(b) authorizes the commission to vary the distribution procedure provided by Subsection (a) if it issues a ruling or minute order identifying the variance and provides a particular justification for the variance.

The Texas Department of Transportation (department) worked cooperatively with the Texas Commission on Environmental Quality, State Energy Conservation Office, and the Joint Office of Energy and Transportation to prepare the Texas Electric Vehicle Infrastructure Plan (EV Plan). The EV Plan was approved by the Federal Highway Administration (FHWA) on September 27, 2022.

The department has developed a competitive grant program to manage implementation of Phase 1 of the EV Plan along the Electric - Alternative Fuel Corridors. Program documents are attached as exhibits (A-G).

Exhibit A - Request for Grant Applications (RFGA), provides information to potential applicants on project scope, eligibility, requirements, timelines, application, scoring, selection, reporting, operation, and maintenance.

Exhibit B - Program Manual, a resource to help department staff manage the competitive grant over the life of the program.

Exhibit C - Grant Application, an electronic document to collect seven (7) qualitative criteria and ten (10) quantitative factors from the applicant on their proposed solution that will be evaluated and scored by the department.

Exhibit D - Site Host form, a document to verify a property owner hosting agreement.

Exhibit E - NEPA Clearance form, a document to collect environmental data about the proposed site from applicants. The department will use the NEPA Clearance form to make the environmental clearance determination.

Exhibit F - Scoring Worksheet, a document developed to evaluate proposal information collected in the Grant Application. Factors in the worksheet were created with input from industry, interested parties, and examples from other states.

Exhibit G - Map of Phase-1 EV Study Areas on the Electric - Alternative Fuel Corridors.

The department will use exhibits C, D, E, and F to score and rank proposals in the manner described in the RFGA and the Program Manual. The highest scoring proposal per EV Study Area will be selected.

IT IS THEREFORE ORDERED by the commission that the department is authorized to issue one or more RFGAs substantially in the form attached as exhibit A to construct electric vehicle charging stations along the Electric - Alternative Fuel Corridors, and to award one or more grants in accordance with the evaluation and selection process set forth in the RFGA and Program Manual.

IT IS FURTHER ORDERED that the department shall monitor developments in the EV charging industry and return to the commission for approval of future EV Plan implementation phases in order to advance the program and ensure that future industry changes are incorporated.

IT IS FURTHER ORDERED that the executive director is authorized to enter into grant agreements with the proposers awarded grants and to enter into any other necessary agreements to fulfill the condition of this order.

Submitted and reviewed by:

DocuSigned by:
Humberto Gonzalez Jr, P.E.
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Director, Transportation Planning and Programming Division

Recommended by:

DocuSigned by:
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Executive Director

116520 August 16, 2023

Minute Number | Date Passed

Texas Electric Vehicle Infrastructure Plan

Alternative Fuel Corridor – Direct Current Fast Charge (DCFC) Implementation

Request for Grant Applications (RFGA)

August 11, 2023 - Version 0.35

Table of Contents

Invitation

The Texas Department of Transportation (TxDOT) invites interested parties to submit applications to purchase, install, operate, and maintain Direct Current Fast Charge (DCFC) equipment in designated Electric Vehicle Study Areas along the Alternative Fuel Corridors. Grants will be awarded statewide on a competitive basis in accordance with the eligibility requirements specified in this document. Applicants should read and understand the National Electric Vehicle Infrastructure (NEVI) guidance and be prepared to meet the Federal Highway Administration (FHWA) final rulemaking National Electric Vehicle Infrastructure Standards and Requirements.

Applicants should read the Texas Electric Vehicle Infrastructure Plan and familiarize themselves with content on the TxDOT EV Landing page.

Questions about the RFGA (technical or otherwise) should be sent to TxDOT_NEVI@txdot.gov. Any updates or corrections to the program documents (RFGA, Site Host Form, Application) during the open application window will be published as a program addendum on the TxDOT EV Landing page under the Electric Vehicle Infrastructure Grant section. Each addendum will be specific to the document and page of the correction. Post submission discussions will not be held with applicants.

Background

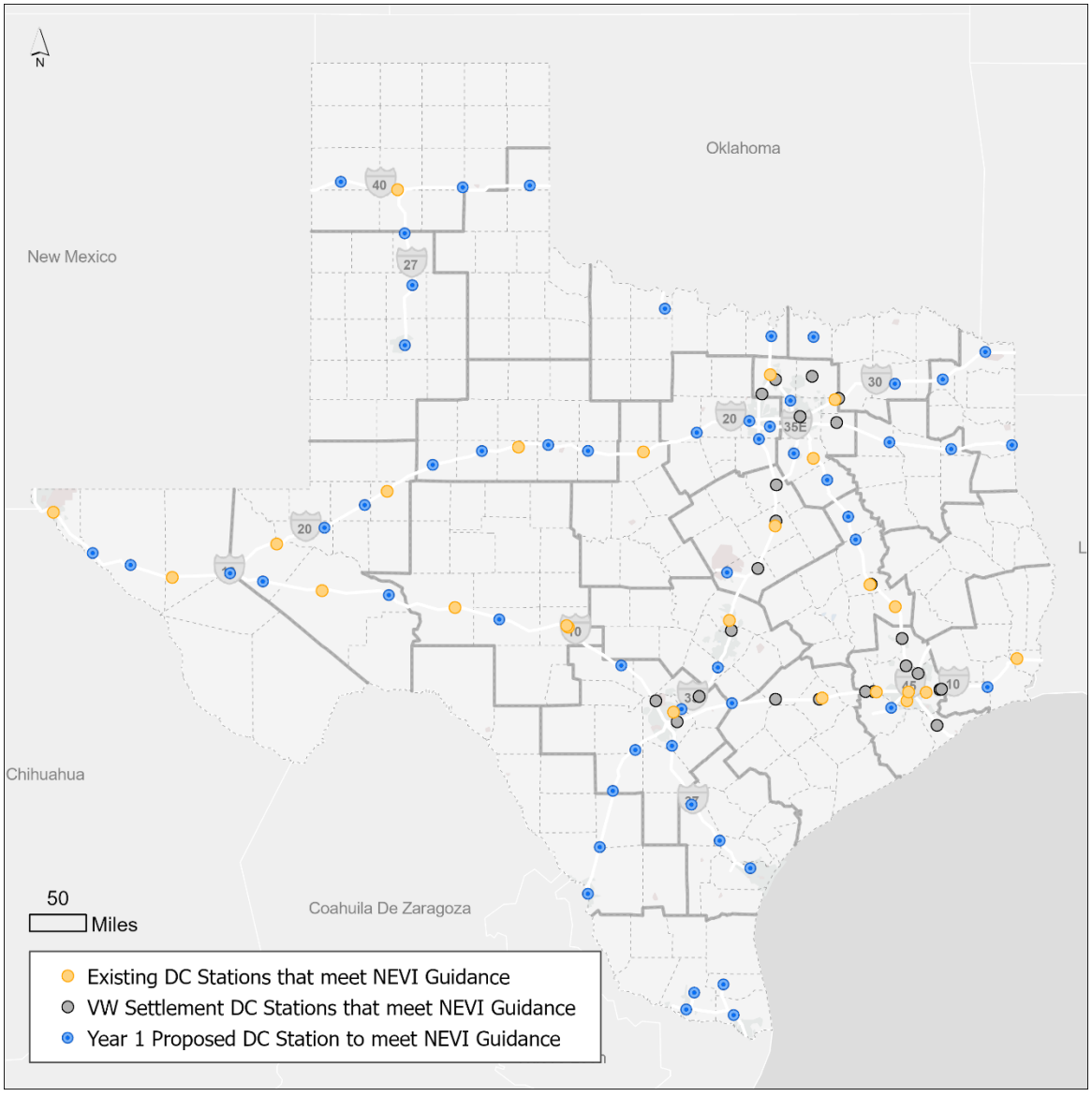
The Texas EV Charging plan is a comprehensive framework to enable passenger EV travel across the state and spur economic development. The network will give EV drivers confidence and flexibility when traveling for work, recreation, or exploration regardless of distance traveled or weather conditions. In accordance with guidance, the plan will focus on interstate routes on the Alternative Fuel Corridors then transition to off interstate routes and urban areas. The plan was developed in cooperation with the Texas Commission on Environmental Quality, State Energy Conservation Office, Texas Parks and Wildlife, Texas Department of Transportation, the Electric Reliability Council of Texas, Public Utility Commission, councils of government, counties, metropolitan planning organizations (MPOs), utilities, energy service providers, and advocacy groups in Texas.

The EV Plan supports the goals of Optimizing System Performance (economic development, connectivity, mobility, reliability) and Fostering Stewardship of the state's natural, historic, and cultural resources as outlined in the Texas Transportation Plan 2050.

Scope

The Infrastructure Investment and Jobs Act signed into law on November 15, 2021, established the National Electric Vehicle Infrastructure (NEVI) Formula Program. NEVI will provide funding to states to deploy electric vehicle charging infrastructure along public roads to establish an interconnected network across the state and nation. For the fiscal years 2022-2026, Texas will receive $407.8 million dollars. This legislation allocates the funding and requires matching funds from states for the dollars awarded annually. To help meet this obligation, TxDOT requires a minimum 20 percent match from each recipient of a grant.

Phase one of the program will develop Direct Current Fast Charging (DCFC) locations along the Electric Alternative Fuel Corridors as outlined in the Texas Electric Vehicle Infrastructure Plan (the 56 EV Study Areas are listed on page 21 of this document).



Eligible Applicants

Applicants are legal private entities that may include individuals, corporations, organizations, business trusts, partnerships, associations, or other legal entities. Applicants must be eligible to conduct business in Texas.

Businesses or other entities in which a TxDOT employee, spouse, or family member of a TxDOT employee has a direct or indirect interest, financial or otherwise, may be prohibited from receiving a grant, depending upon the nature of the interest. Applicants must disclose known apparent, potential, or actual conflicts of interest to TxDOT staff.

The applicant must be the entity that will purchase and own the grant-funded equipment for the life of the grant. An entity that purchases the equipment and leases it to another entity may establish eligibility provided that the grantee maintains ownership of the grant-funded equipment for the life of the grant.

Applicants are not required to be the owner of the site where the equipment is installed provided that the applicant completes and submits the site Hosting Agreement form signed by both the applicant and the site owner, establishing permission to install and operate the grant-funded equipment at the site for the life of the grant.

Eligible Projects

Grant funding is available along the Electric - Alternative Fuel Corridors for the purchase, installation, operation, maintenance, and usage reporting for DCFC electric vehicle supply equipment.

Project Requirements:

1. The DCFC equipment must be accessible to the public 24 hours per day/seven days per week and have dusk to dawn lighting (without requirements to purchase goods or services from businesses hosting the stations).
2. All permits, regulatory authorizations/approvals, utility service connections, and necessary licenses to legally operate in the State of Texas, along with required insurance coverage, must be obtained before opening the site to the public.
3. Each port must have at least one SAE CCS 1 connector and one NACS connector.
4. DCFC equipment must be rated at 150kW per port or greater.
    a. Sharing acceptable if each port can charge at 150kW or greater simultaneously
5. Minimum of 4 ports per location.
6. DCFC equipment must support the following:
    a. Open Charge Point Interface (OCPI 2.2.1 within 1 year of final rules).
    b. Open Charge Port Protocol 1.6J or higher (OCPP 2.0.1 within 1 year of final rules).
    c. ISO 15118-2,-20,-3 (-2 Plug and Charge within 1 year of final rules).
7. The proposed station must be inside a TxDOT designated EV Study Area along the Electric Alternative Fuel Corridors (AFC). If after grant award a study area is deemed insufficient to support a four port DCFC station at 150kW per port simultaneously, the grant recipient can identify an alternate location (with TxDOT approval) also on the AFC that does not break the 50-mile spacing, and 1 mile from highway exit, federal requirements.
8. Provide multiple payment options for DCFC users including but not limited to:
    a. Contactless payment method that accepts major credit and debit cards
    b. Payment through either an automated toll-free phone number or a short message/messaging system (commonly abbreviated as SMS).
        i. Payment methods must be accessible to persons with disabilities, not require a membership, not affect the power flow to vehicles, and provide access for those that are limited English proficient.
9. Chargers must remain functional if communication with the charging network is temporarily disrupted.
10. Real-time pricing and fee information shall be displayed on the unit, payment screen, or associated phone or vehicle-based application.
11. Enforce idle fees after charging sessions are complete and the grace period has expired.
12. A mechanism to report issues with charging infrastructure
    a. The reporting mechanisms must provide multilingual services and be compliant with the American with Disabilities Act of 1990.
13. One pull through space for light duty vehicles with trailers when host location will support it.
14. Work with TxDOT Environmental Affairs division on clearance for the study areas.
15. Provide ADA accessible EV chargers consistent with U.S. Access Board Design Recommendations for Accessible EV Charging Stations.

Information on Publicly Available EV Charging Infrastructure Locations, Pricing, Real Time Availability, and Accessibility Through Mapping

EV charging infrastructure locations, pricing, real time availability, and accessibility must be made available for mapping and provided free of charge, to third party software developers. The price for EV charging must be displayed and the price must be the real time price and any other fees in addition to the price for electricity must be clearly displayed and explained.

Eligible Expenses

Eligible expenses are those that are directly connected to the acquisition, installation, operation, maintenance, and reporting of new DCFC supply equipment in TxDOT designated EV Study Areas. Eligible expenses may include upgrade costs to bring the necessary power supply to the EV Study Areas for the recommended power and connector counts.

Eligible expenses also include five years of Operations and Maintenance funds as defined in the Operating Requirement section.

Eligible project cost categories include:

1. Equipment used in the installation, operation, and maintenance of DCFC stations
2. Supplies and Materials to support the installation, operation, and maintenance of DCFC stations
3. Construction expenses for building or modification of permanent facilities for DCFC stations.
    a. Planning, designing, and engineering
    b. Materials and labor
    c. Subcontracts for services in connection with the construction
    d. Facility improvements, such as paving, foundations, and covers.
4. Contractual expenses for non-construction, subcontracted or hired-out professional services or tasks provided by a firm or individual who is not employed by the applicant.
5. Other expenses that do not fall under the equipment, supplies and materials, construction, or contractual categories.

Ineligible Expenses

Ineligible expenses include

1. Salaries and travel expenses for employees of the grantee for anything not directly related to the planning, installation, operation, and maintenance of DCFC supply equipment.
2. Salaries or expenses for any lobbying efforts.
3. Facility improvements and equipment not directly related to the installation of the DCFC supply equipment.
4. Other administrative costs of the grantee, including overhead and indirect costs (e.g., office supplies, rent, marketing, and advertising).
5. Food and drink.

Any cost incurred (i.e., received and paid) prior to the date of issuance of a contract with TxDOT will not be eligible for funding, including the cost of preparation of the project application. TxDOT provides no assurances that a project will be awarded a grant, and TxDOT has no liability for expenses incurred by an applicant prior to the execution of a contract.

Qualified Technicians

The workforce installing, maintaining, and operating the chargers must have the appropriate licenses, certifications, and training for the equipment. All electricians installing, operating, or maintaining EV supply equipment must have a certification from the Electric Vehicle Infrastructure Training Program (EVITP) or graduation or a continuing education certificate from a registered apprenticeship program.

For projects that require more than one electrician, at least one electrician must be enrolled in an electrical registered apprenticeship program. All other nonelectrical work must be performed in accordance with State and Local requirements.

Operating Requirements

Grant recipients must maintain the grant-funded light-duty DCFC supply equipment and ensure its operation in accordance with the contract terms and conditions for a period of at least five years from the station opening to the public date. Applicants must clearly define how they plan to meet the Federal Highway Administration (FHWA) 97% up time requirement in their application. Uptime definition:

$$\mu = ((8760-(T_{outage}-T_{excluded}))/8760) \times 100$$

Where:

μ = port uptime percentage,

T_{outage} = total hours of outage in previous year, and

$T_{excluded}$ = total hours of outage in previous year for reasons outside the charging station operator's control, such as electric utility service interruptions, internet or cellular service provider interruptions and outages caused by the vehicles, provided that the Charging Station Operator can demonstrate that the charging port would otherwise be operational. See 680.116 for exclusions.

Grant recipients are also eligible for Operation and Maintenance reimbursements for five years from the station opening to the public date. Operation is considered the cost of electricity to charge vehicles at the station (including demand charges). Maintenance is the cost of maintaining DCFC equipment, electrical supply equipment, and surface spaces for electric vehicles. Grant recipients can submit Operations (electricity charges) and Maintenance reimbursement requests to TxDOT on a quarterly basis.

1. Operating and Maintenance Expenses submission deadlines are the first business day in
   a. May for Q1 (January, February, March)
   b. August for Q2 (April, May, June) usage
   c. November for Q3 (July, August, September)
   d. February for Q4 (October, November, December)

After two consecutive quarters of self-sustainability, funding for operations will end (maintenance will continue until the 5-year term ends or the funds for the location are exhausted)

1. Self-sustainability is defined as fees paid by users of the charging station being greater than or equal to the cost of electricity (including demand charges) during a billing cycle.

Site hosts and equipment operators will set usage fees for DCFC stations

1. It is expected that owners/operators will offer competitive market rates to station users.
2. Site owners/operators will submit reimbursement requests for operations (including electricity and demand charges and minus fees paid by users) until the station becomes self-sustaining or funds/time are expended.

Insurance

The applicant will be required to properly insure the charging equipment against loss or damage, and to carry liability damage to protect persons and property. Insurance must be maintained throughout the term of the contract and the five-year operating and maintenance period. Documentation of required insurance coverage must be submitted to TxDOT in accordance with the contract.

Bonding

Bonding is not required between TxDOT and the awardees. See Reimbursement of Expenses, page 18.

Warranty

Grant recipients agree to meet requirements for Direct Current Fast Charging at 150 kW per connector (or greater) at the 97% up time definition found in the NEVI final rules. This warranty extends through the 5-year Operations and Maintenance period that begins when the station is opened to the public. The grant recipient agrees to complete all necessary repairs to keep the site open to the public, operating at 150 kW per connector (or greater), and meeting the 97% up time requirement.

Reporting

Applicants are required to report anonymized DCFC usage data per connector to TxDOT for five years. Data can be made available to TxDOT staff for download by Application Programming Interface (API) or other method as approved by TxDOT.

1. Applicants agree to meet Federal reporting requirements to provide charging station location, pricing, real-time availability, and accessibility free of charge to third party software developers through application programming interface (680.116(c)).
2. Applicants agree to meet Federal reporting requirements outlined in 680.112 - Data Submittal
3. Reporting deadlines are the first business day in:
    a. May for Q1 (January, February, March)
    b. August for Q2 (April, May, June)
    c. November for Q3 (July, August, September)
    d. February for Q4 (October, November, December)

Environmental Clearance

All electric vehicle charging infrastructure projects funded through the competitive grant program require environmental clearance. Per NEVI rules, the projects are anticipated as Categorical Exclusions and the TxDOT Environmental Affairs Division will make the determination. Applicants are required to fill out the applicant portion of the NEPA Clearance worksheet per EV study area and return the worksheet as part of their submittal. TxDOT will review the applicant provided information and supplement any additional information needed to make the determination. Final design and construction cannot begin until environmental clearance is complete.

Environmental Clearance Workflow

1. Following the application deadline, proposals are scored and ranked by EV Study Area.
2. Results are published for a two-week review period on the TxDOT EV Landing page.
3. The NEPA Clearance Forms from the top scoring proposals in each EV Study Area are sent to the TxDOT Environmental Affairs Division to conduct the assessment.
4. TxDOT enters negotiations with applicants that receive clearance.
5. Following negotiations, TxDOT communicates the results to FHWA for consideration.

Right of Way

Proposals that include the purchase of property that will be used to host charging stations must follow UNIFORM Act requirements.

Final Design

The final station design must be approved by TxDOT before construction. The FHWA's project authorization for final design and physical construction will not be issued until the conditions outlined in 23 CFR 635.309(p)(1) have been met.

Construction

Upon receiving notice to proceed from TxDOT, the awardee can begin construction.

Buy America

All electric vehicle charging infrastructure projects funded through the competitive grant program must be Build America Buy America compliant.

Health & Safety

Awardees under this program must fully comply with all applicable Federal, State, and local laws governing safety, health, and sanitation. The contractor shall provide all safeguards, safety devices, and protective equipment and shall take any other actions reasonably necessary to protect the life and health of persons working at the site of the project and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

Application Process

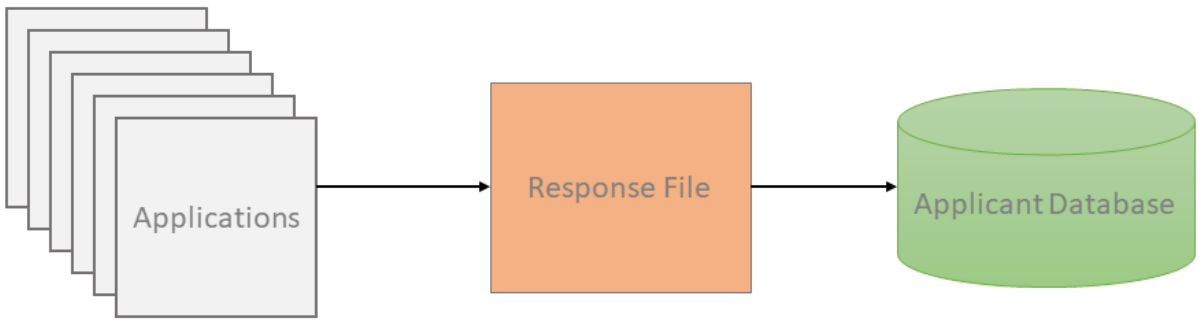
All grant applications must be administratively and technically complete. A complete submission consists of an Application, Site Host Agreement for each site, and a NEPA Clearance worksheet for each site. Incomplete applications may be rejected as ineligible or unresponsive by the TxDOT scoring team. Post submission discussions will not be held with applicants.

1. Application forms, instructions, and a copy of this document may be downloaded from the TxDOT EV Landing page.
2. To apply for funding, applicants must complete and submit a grant application. Applicants are encouraged to submit applications via email to TxDOT_NEVI@txdot.gov. No paper applications will be accepted.
3. Hardware specifications for the proposed DCFC equipment should be included with the returned application.
4. Any preliminary designs, specifications, or plans at potential site locations can be forwarded with the application.
5. Upon submission, all proposals become the property of the State of Texas and as such become subject to public disclosure under the Texas Public Information Act (PIA), Texas Government Code, Chapter 552.
6. Under Section 231.006 of the Texas Family Code, a child support obligor who is more than 30 days delinquent in paying child support and a business entity in which the obligor is a sole proprietor, partner, shareholder, or owner with an ownership interest of at least 25% is not eligible to receive a state funded grant or loan. All business entities applying for a grant under this RFGA must include in the application the name and social security number of the individual or sole proprietor and each partner, shareholder, or owner with an ownership interest of at least 25% of the business entity submitting the application.
7. The authorized official submitting the application must also certify to the Program Certifications in the application, including that the individual or business entity named in the application is eligible to receive the grant. Any contract may be terminated, and payment may be withheld if the certification is inaccurate.
8. Applicants may not receive funding for the same project and/or activities under the TCEQ Texas Emissions Reduction Plan grant programs or Texas Volkswagen Environmental Mitigation Program funds.
9. Applicants may not receive funding for the same project and/or activities from the NEVI $2.5B competitive grant program managed by US DOT/FHWA/Joint Office of Energy and Transportation.

Selection Criteria

Applications will be scored against the following criteria
1. Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations
2. Financial plan for site construction until reimbursement
3. Plan to achieve station up time of 97% or greater
4. How the proposed hardware and software will accept payments from the public for DCFC usage
5. Plan to collect usage information by connector and report the data to TXDOT on a quarterly basis
6. Training and certification plan for employees and contractors that install, operate, and maintain DCFC equipment
7. Cyber security plan to protect equipment and user data
8. Number of ports meets the desired number of ports in the TxDOT EV Study Area (minimum of 4)
9. Power rating per port (power sharing is acceptable if each port can charge at 150kW or greater simultaneously).
10. Estimated price per fully functional port installed
11. Estimated Operation and Maintenance price for 5 years
12. Restrooms available to the public (restrooms do not have to be owned and operated by the site host or equipment provider. Charging stations located in the same parking lot of shopping malls, restaurants, convenience stores, or other retail locations are acceptable.)
13. Pull through space for light duty vehicles with trailers when host location will support it
14. Retail agreement in place to host stations
15. Equipment and software ability to enforce Idle Fees when the charging session complete and the grace has period expired
16. Dedicated support with contact information posted on site
17. Buy America Compliant DCFC equipment and construction materials

Data collected from the applications will be aggregated into a response file as an individual record. After the application window closes the response file will be exported to an .XLS document for processing and scoring. The scoring criteria can be found on page 21.



The seven qualitative items from the applications are scored by a five-member TxDOT scoring team averaged and added to scores from the ten quantitative items scored programmatically to produce a total score by applicant for each EV Study Area. The scores for each EV Study Area are ranked and the top three are identified programmatically.

Company names/scores are from test data -

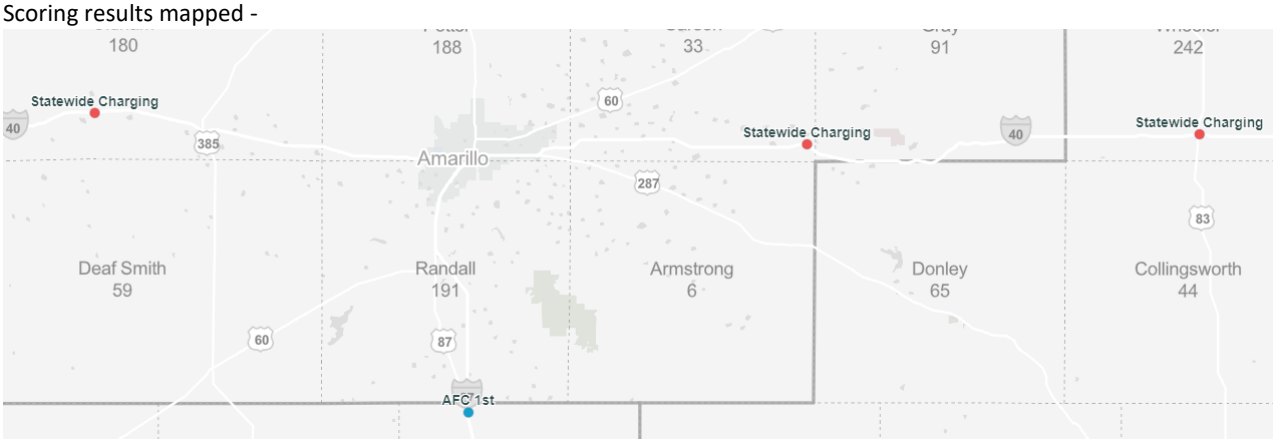
First Place		Statewide Charging, No Level II	70.5	Chargers Are Us	78
Second Place		Statewide Charging, No Level II	70.5	Statewide Charging	73
Third Place		Chargers Are Us, AFC 1st	63	DCFC Company	68
Company Name	Qualitative Score	Sugar Land Tech Score	Sugar Land Total Score	Arlington Tech Score	Arlington Total Score
Name of the entity sub	20	35.5	55.5	43	63
E Trucking	25	28	53	33	58
Chargers Are Us	30	33	63	48	78
Statewide Charging	35	35.5	70.5	38	73
AFC 1st	30	33	63	30.5	60.5
DCFC Company	25	33	58	43	68
No Level II	20	50.5	70.5	30.5	50.5
Electrify Texas	15	30.5	45.5	35.5	50.5

The final analysis step involves mapping the top results by EV Study area to identify how consistent the results are by corridor.

Output table from scoring process -

1	ID	EV Study Area	TxDOT Plan Connectors	Latitude	Longitude	Company Name	Total Score
2	1	Sugar Land	8	29.599259	-95.621616	Statewide Charging, No Level II	70.5
3	2	Arlington	8	32.675808	-97.174513	Chargers Are Us	78
4	3	Carrollton	8	32.953967	-96.911068	Statewide Charging	80.5
5	4	Fort Worth	8	32.735865	-97.436854	Statewide Charging	80.5
6	5	Selma	8	29.5845	-98.305398	AFC 1st	75.5

Scoring results mapped -



Additional Criteria

TxDOT is not obligated to fund a project from an applicant that has demonstrated marginal or unsatisfactory performance on current or previous grants and contracts with TxDOT or other state agencies. Not meeting contractual commitments or being invoiced by TxDOT for a past grant may impact the eligibility of an application submitted under this RFGA. TxDOT is not obligated to fund a project from an applicant that is under federal, state, or local enforcement action for violation of environmental laws or permit conditions.

TxDOT reserves the right to select competitive applications that add to the continuity of corridors and minimizes complexity (equipment, payment methods, accounts, smart phone applications) for users of the charging network.

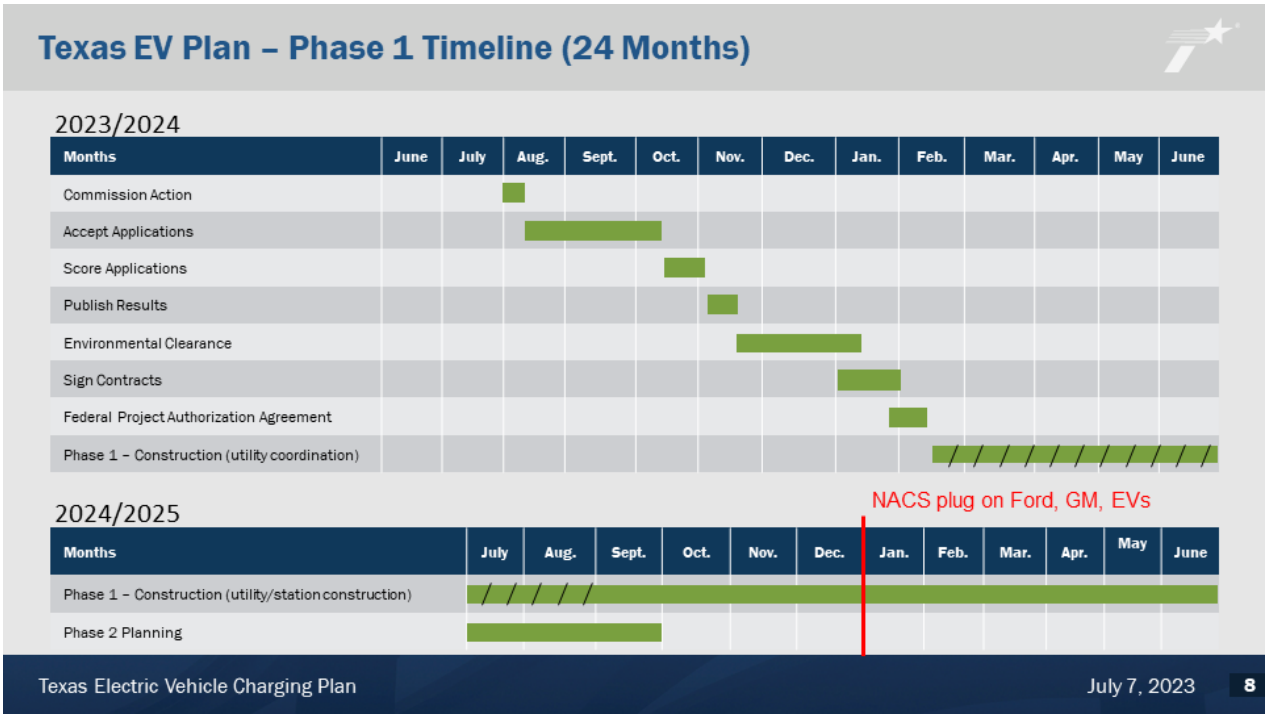
Award and Contracting

All applications will be posted to the EV Landing page for a two-week review period. Entities selected to receive grant funding will be required to sign a contract with TxDOT. The activities outlined in the entity's application will be represented in the Contract's Scope of Work. Grant recipients commit to taking all actions necessary to ensure the successful completion of its project and subsequent operation of the grant funded equipment within the Contract's time frame and funding limitations. To monitor the grantee's progress during the contract, TxDOT will require quarterly progress reports and may audit a grantee's progress at any time during the grant. Submission of the quarterly project reports and adherence to the Scope of Work due dates are material to the successful performance of the grant activities. Failure to meet contractual time frames may result in the termination of the contract.

Reports should include the following categories:

1. Site Selection
2. Environmental Clearance
3. Electrical Supply
4. Permits
5. Equipment ordering, delivery, and installation dates
6. Inspections
7. Timelines
8. Estimated Completion Dates
9. Other items not listed that impact completion of the work
10. Project report deadlines are the first business day in
    a. May for Q1 (January, February, March)
    b. August for Q2 (April, May, June)
    c. November for Q3 (July, August, September)
    d. February for Q4 (October, November, December)

Program Schedule



Reimbursement of Expenses

Reimbursement is contingent on the delivery of fully operational, environmentally cleared, permitted, inspected, open to the public DC Fast Charge stations capable of charging an electric vehicle at a rate of 150kW or greater per port and a minimum of 4 ports per TxDOT EV Study Area.

Operations and Maintenance reimbursements are outlined on page 8 of this document.
Payments will be made on a reimbursement basis for expenses incurred and paid directly by the grant recipient for the purchase and installation of DCFC supply equipment. To be considered "incurred and paid," the equipment must be received, installed, and operational and all invoices paid by the grant recipient.

A summary of all expenses, invoices, and proof of payment must be submitted with the request for reimbursement. Those forms will also be available on the TxDOT EV Landing page.

TxDOT will reimburse the grant recipient for no more than the amounts established by TxDOT for that type of activity as established in Eligible Expenses section. Reimbursements will not exceed amounts agreed upon in the contract.

Any existing financial incentive that directly reduces the cost of the proposed activity, such as tax credits or deductions, other grants, or any other public financial assistance must be disclosed and accounted for in the request for reimbursement. The grant reimbursement plus financial incentives must not exceed 100% of the total cost of the proposed activity. The federal reimbursement must not exceed 80% of the total cost incurred by the applicant for the proposed activity.

Activities funded under this RFGA must be completed by the Purchase Expiration Date as specified in the contract, and all costs must be incurred by this date. The grantee must notify TxDOT in writing if a project is expected to require a longer timeframe to be completed as soon as the grantee becomes aware of the delay.

The request for reimbursement must be submitted by the Purchase Expiration Date as specified in the contract.

Applicable Laws and Standards

1. Title 42 U.S.C. §§ 2000d-2000d-7, with the exception of sections 2000d-5 and 2000d-6, also known as – Title VI of the Civil Rights Act of 1964, including any amendments.
2. Title 23 U.S.C. - Highways
3. 23 U.S.C. § 313 – Buy America
4. 23 U.S.C. § 113 – Davis Bacon Act
5. Form FHWA - 1273
6. 23 CFR Part 680 – National Electric Vehicle Infrastructure Standards and Requirements
7. 23 CFR Part 635 – Construction and Maintenance
8. Title 49 CFR Subtitle A – Office of the Secretary of Transportation, Parts 1-99, including any amendments.
9. 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards – Office of Management and Budget Circular relating to Cost Principles for state, local, and Indian tribal governments, including any amendments.
10. Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021). Division J, title VIII, Highway Infrastructure Program heading, paragraph 2.
11. 2 CFR parts 180 and 1200
12. 2 CFR Part 200, Grants and agreements
13. 2 CFR 200.317, "State procurement policies and procedures"
14. 2 CFR 200.333 Fixed amount subawards
15. 23 CFR 450 Planning Assistance and Standards
16. 23 CFR Subpart A, "Location and Hydraulic Design of Encroachments on Flood Plains"
17. 23 CFR 771.117(c)(1), "FHWA categorical exclusions"
18. M-22-11, Office of Management and Budget, "Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure"
19. 40 CFR parts 51 and 93
20. 48 CFR part 3
21. 49 CFR part 20

EV Study Areas

Study Area Latitude/Longitude coordinates are provided for reference and do not indicate a preferred location for EV charging. EV charging sites proposed by applicants can be up to 1 mile from the Latitude/Longitude coordinates (click study area name to view map).

ID	Study Area Name	LATITUDE	LONGITUDE
1	Sugar Land	29.599259	-95.621616
2	Arlington	32.673822	-97.198451
3	Carrollton	32.953967	-96.911068
4	Fort Worth	32.735865	-97.436854
5	Selma	29.584500	-98.305398
6	San Marcos	29.875433	-97.931254
7	Buda	30.045982	-97.840347
8	McAllen	26.192108	-98.244858
9	Burleson	32.562974	-97.318876
10	San Benito	26.127911	-97.638202
11	Killeen	31.092090	-97.722385
12	Sherman	33.634403	-96.616112
13	Wichita Falls	33.934934	-98.517834
14	Lubbock	33.546684	-101.844987
15	Winnie	29.828987	-94.389200
16	Laredo	27.511444	-99.503084
17	Gainesville	33.642243	-97.155628
18	Corpus Christi	27.801082	-97.424512
19	Waxahachie	32.385844	-96.867809
20	Corsicana	32.098885	-96.440897
21	Odessa	31.827271	-102.359371
22	Sulphur Springs	33.134957	-95.574128
23	Rolling Meadows	32.433202	-94.853786
24	Van	32.506818	-95.644292
25	Mt Pleasant	33.181377	-94.962017
26	Buffalo	31.458584	-96.082473
27	New Boston	33.475127	-94.417473
28	Fairfield	31.714529	-96.176281

ID	Study Area Name	LATITUDE	LONGITUDE
29	Waskom	32.476105	-94.076490
30	Sandy Oaks	29.175879	-98.427168
31	Luling	29.651199	-97.659593
32	Big Spring	32.263084	-101.489077
33	Merkel	32.477497	-100.010847
34	IH20 and US281	32.610687	-98.109994
35	Clyde	32.413882	-99.501839
36	Edinburg	26.385425	-98.142289
37	Devine	29.129580	-98.896203
38	Dilley	28.671343	-99.183903
39	Three Rivers	28.517790	-98.177438
40	Mathis	28.112364	-97.817508
41	Fort Hancock	31.304606	-105.840043
42	Colorado City	32.412310	-100.859979
43	Encinal	28.039310	-99.350893
44	Monahans	31.574931	-102.891564
45	Plainview	34.183943	-101.749937
46	Sierra Blanca	31.173414	-105.355442
47	Shamrock	35.231164	-100.246426
48	Fort Davis RA	31.083259	-104.082205
49	Raymondville	26.479103	-97.769098
50	Adrian	35.269678	-102.664981
51	Kerrville	30.070708	-99.110864
52	Groom	35.212113	-101.105004
53	Sonora	30.576717	-100.637407
54	Happy	34.74033	-101.847651
55	Iraan	30.858683	-102.075882
56	Balmorhea	30.993669	-103.661938

Scoring Worksheet

	Criteria	Description	Points
1.	Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10
2.	Financial plan for site construction until reimbursement.	Evaluation of the financial plan.	10
3.	Plan to achieve station up time of 97% or greater.	Evaluation of the up-time plan.	10
4.	How the proposed hardware and software will accept payments from the public for DCFC usage.	Evaluation of the payment methods available to users.	5
5.	Plan to collect usage information by connector and report the data to TxDOT on a quarterly basis.	Evaluation of the data reporting plan.	5
6.	Training and certification plan for employees/contractors that install, operate, and maintain DCFC equipment.	Evaluation of the training and certification plan.	5
7.	Cyber security plan to protect equipment and user data.	Evaluation of the cyber security plan.	2
8.	The number of ports meets the desired number of ports in the TxDOT EV Study Area.	Full points for meeting the desired number of ports in the study area, half points for less than the desired ports per study area, no points for less than 4 ports. **Less than 4 = Disqualified**	5
9.	Power rating per port.	Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. **Less than 150kW = Disqualified**	5
10.	Estimated price per fully functional port installed.	Full points if less than 125K per port, Half points if 125K to 175K per port, quarter points if 175K or greater per port.	20
11.	Operation and maintenance estimate for 5 years.	Percentages based on full site installation price estimate. Full points if O&M is less than 25% of installation price, half points if O&M is between 25% and 50% of installation price, quarter points if O&M is greater than 50% of installation price.	5
12.	Restrooms available to the public.	Full points for yes or zero points for no.	5
13.	Pull through space for light duty vehicles with trailers.	Full points for at least 1 pull through space. No points for any other scenarios.	2
14.	Retail agreement in place to host stations.	Full points for entities with signed hosting agreements with property owners to utilize parking spaces open to the public 24/7. No point for any other scenarios.	5
15.	Equipment and software ability to enforce idle fees.	Full points for the ability to monitor charging session and enforce idle fees when sessions are complete after a 10-minute grace period (length of grace period is negotiable). No points for any other scenarios.	2
16.	Dedicated support with contact information posted on site.	Full points for phone support 24/7, half points for web support 24/7, no points for any other options.	2
17.	Buy America compliant DCFC equipment and construction materials.	Full points for 100% compliant. No points for any other scenario.	2
			100

Glossary

AC – Alternating Current
AFC – Alternative Fuel Corridor
CCS 1 – Combined Charging System or plug type for DC Fast Charging
Connector – Plug that connects the electric vehicle to the charging equipment
Corridor Pending – Corridor does not satisfy FHWA requirements
Corridor Ready – Corridor meets FHWA requirements
DC – Direct Current
DC Fast Charging – High power charging 400-800 volt, 150-600 amps, 3 phase
DOE – Department of Energy
DOT – US Department of Transportation
EV – Electric Vehicle
EVSE – Electric Vehicle Service Equipment
FHWA– Federal Highway Administration
Justice40 – Federal program outlining 40% of federal climate investments go directly to frontline communities most affected by poverty and pollution
kW – Kilowatt (1,000 watts)
kWh – Kilowatt Hour (1,000 watts for 1 hour)
Level I – Low power charging 120-volt, 10-20 amps, single phase
Level II – Medium power charging 240-volt, 15-50 amps, single phase
Location – Physical location where electric vehicles charge
MPO – Metropolitan Planning Organization
mW – Megawatt (1,000 kilowatts)
mWh – Megawatt Hour (1,000 kilowatts for 1 hour)
NACS – North American Charging Standard, plug type for DC Fast Charging
NEVI – National Electric Vehicle Infrastructure
POC – Point of Contact
Port – Charging outlet, usually on a pedestal design with connectors for charging electric vehicles
PIP – Public Involvement Plan
PM – Project Manager
SECO – State Energy Conservation Office
TCEQ – Texas Commission on Environmental Quality
TxDOT – Texas Department of Transportation
3 Phase – Electrical supply from 3 power lines

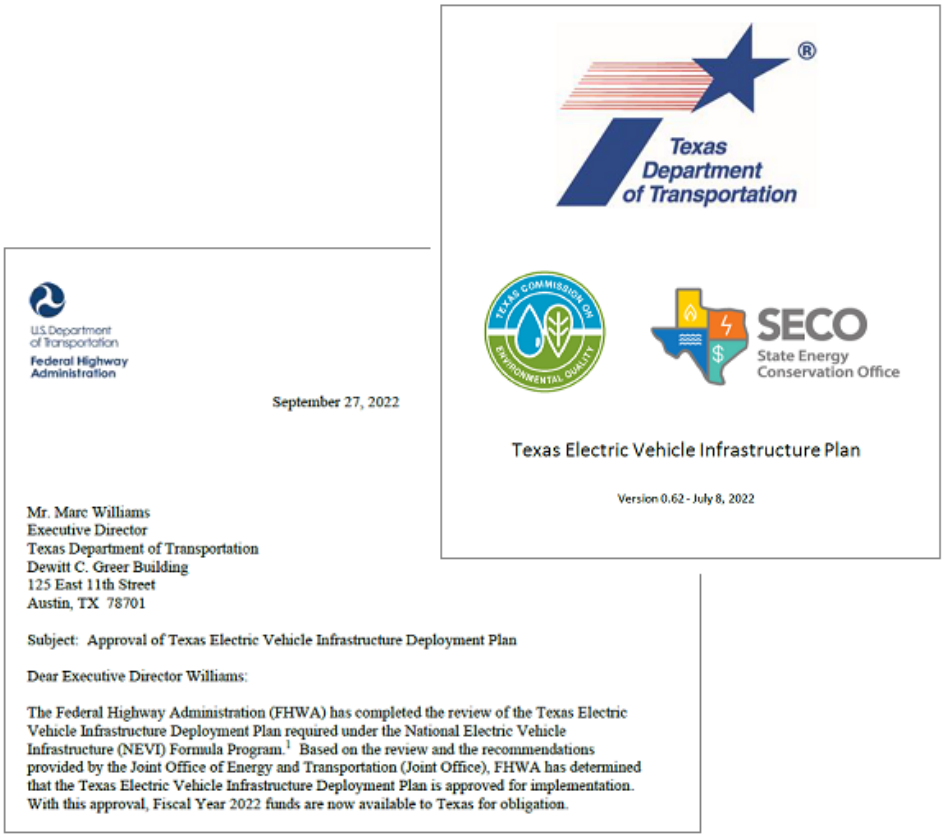
Texas Electric Vehicle Infrastructure Program Manual

July 7, 2023 – v021

Table of Contents

Background

The Texas Electric Vehicle Infrastructure Program began with the passing of the Bipartisan Infrastructure Law (BIL) on November 15, 2021, and the establishment of the National Electric Vehicle Infrastructure (NEVI) program. In response to the BIL and published federal guidance, TxDOT along with fellow state agencies drafted the Texas Electric Vehicle Infrastructure Plan (EV Plan) that was approved by the Federal Highway Administration on September 27, 2022.



Texas Department of Transportation

SECO State Energy Conservation Office

Texas Electric Vehicle Infrastructure Plan

Version 0.62 - July 8, 2022

U.S. Department of Transportation
Federal Highway Administration

September 27, 2022

Mr. Marc Williams
Executive Director
Texas Department of Transportation
Dewitt C. Greer Building
125 East 11th Street
Austin, TX 78701

Subject: Approval of Texas Electric Vehicle Infrastructure Deployment Plan

Dear Executive Director Williams:

The Federal Highway Administration (FHWA) has completed the review of the Texas Electric Vehicle Infrastructure Deployment Plan required under the National Electric Vehicle Infrastructure (NEVI) Formula Program.[1] Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA has determined that the Texas Electric Vehicle Infrastructure Deployment Plan is approved for implementation. With this approval, Fiscal Year 2022 funds are now available to Texas for obligation.

Implementation Methods

Five methods were considered for NEVI implementation by the following TxDOT Divisions: General Counsel, Alternative Delivery, Contract Services, Procurement, Strategic Planning, and Transportation Planning and Programming.

Method	Determination	Context
CDA	Not allowed	Specific legislative authority needed.
Design Build	Not possible	Must be single highway project or group of contiguous facilities.
Public Private Partnership (P3)	Not possible without legislative approval	Not advisable for the first round of NEVI, no guarantee of legislative approval.
Purchase of Services	Not viable as a purchase of services under the Purchasing Act	The Purchasing Act authorizes the Comptroller of Public Accounts to purchase goods or services for state agencies (Government Code Section 2155.061(a)). The CPA can delegate that authority to state agencies, but the purchase must be for the state agency, which is required to identify the statutory authority that allows it to make the purchase. In this case, **the department does not appear to have state statutory authority to purchase services to construct electric charging stations on off-system privately owned property, based on these reasons:** • The services in question are not directly for the department – they do not directly benefit the department, and therefore would most likely not qualify as a purchase for the department. • Rather than paying a vendor for the work it performs, this will be a cost-sharing agreement in which the department only reimburses the installer for 80% of its costs.
Grants	Allowed and recommended for the first round of NEVI on the Alternative Fuel Corridors	No explicit authority under state law for EV charging station grants, but TxDOT is authorized under state law to distribute federal funds, including through the award of grants to recipients under federal program authorization. The Contract Management Guide defines a grant as "an award of financial assistance, including cooperative agreements, in the form of money, property in lieu of money, or other financial assistance paid or furnished by the state or federal government to carry out a program in accordance with rules, regulations and guidance provided by the grantor agency." This appears to exactly describe the NEVI funds, which are being provided to assist private companies to establish electric charging stations to carry out the NEVI program in accordance with the rules, regulations and guidance provided by FHWA and TxDOT.

Applicable Laws and Standards

1. Title 42 U.S.C. §§ 2000d-2000d-7, with the exception of sections 2000d-5 and 2000d-6, also known as – Title VI of the Civil Rights Act of 1964, including any amendments.
2. Title 23 U.S.C. - Highways
3. 23 U.S.C. § 313 – Buy America
4. 23 U.S.C. § 113 – Davis Bacon Act
5. Form FHWA - 1273
6. 23 CFR Part 680 – National Electric Vehicle Infrastructure Standards and Requirements
7. 23 CFR Part 635 – Construction and Maintenance
8. Title 49 CFR Subtitle A – Office of the Secretary of Transportation, Parts 1-99, including any amendments.
9. 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards – Office of Management and Budget Circular relating to Cost Principles for state, local, and Indian tribal governments, including any amendments.
10. Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021). Division J, title VIII, Highway Infrastructure Program heading, paragraph 2.
11. 2 CFR parts 180 and 1200
12. 2 CFR Part 200, Grants and agreements
13. 2 CFR 200.317, "State procurement policies and procedures"
14. 2 CFR 200.333 Fixed amount subawards
15. 23 CFR 450 Planning Assistance and Standards
16. 23 CFR Subpart A, "Location and Hydraulic Design of Encroachments on Flood Plains"
17. 23 CFR 771.117(c)(1), "FHWA categorical exclusions"
18. M-22-11, Office of Management and Budget, "Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure"
19. 40 CFR parts 51 and 93
20. 48 CFR part 3
21. 49 CFR part 20

Grant Program Creation

TxDOT utilizes eGrants for grant management in the Traffic Safety, Public Transportation, and Aviation programs. After coordinating with the TxDOT Information Technology Division (ITD) and users of the eGrants platform it was determined that eGrants would not be a viable solution for phase one of the EV Plan (Alternative Fuel Corridors). However, the process was started with ITD to secure a grant management solution for phase two of the EV Plan.

Studying grant programs from TxDOT and other state agencies implementing EV charging (Texas Commission on Environmental Quality for VW Emission Settlement Funds), TxDOT created a custom set of forms tailored to the NEVI program to manage implementation of phase one Electric Vehicle (EV) charging along the Electric Alternative Fuel Corridors (AFC).

The Texas EV Infrastructure Grant Program utilizes a single-phase Request for Grant Application model to collect proposal information by EV Study Area. TxDOT will establish price at the time of contract execution based on cost estimates provided in the proposal. Proposals will be scored and ranked by study area according to the Scoring Worksheet (page 8) with the highest scoring proposals (that receive environmental clearance) being selected to develop DC Fast Charging for the study area.

Request for Grant Applications (RFGA)

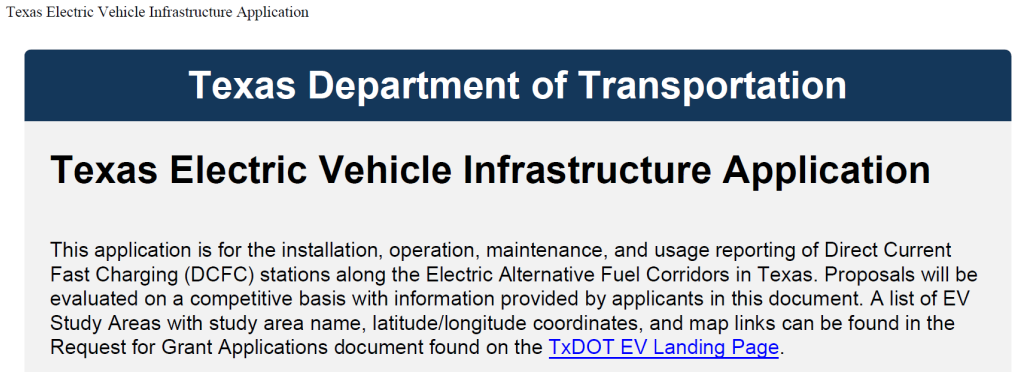
The first document created for the TxDOT EV Grant Program was the Request for Grant Applications (RFGA). This document describes program expectations and requirements for applicants and eventual awardees. The document lists requirements published in the federal minimal standards for EV charging as well as selection criteria, eligible expenses, reporting, reimbursement, and many other topics. A draft of the RFGA was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.

RFGA Table of Contents -

Table of Contents

Grant Application

The grant application is the main form used to collect information from grant applicants. There are six qualitative inputs (experience, up time, payment methods, reporting, training, and cyber security) that will be scored by a team of four individuals supporting the TxDOT EV implementation from the Transportation Planning and Programming, Strategic Planning, and Alternative Delivery divisions. A draft of the application was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.



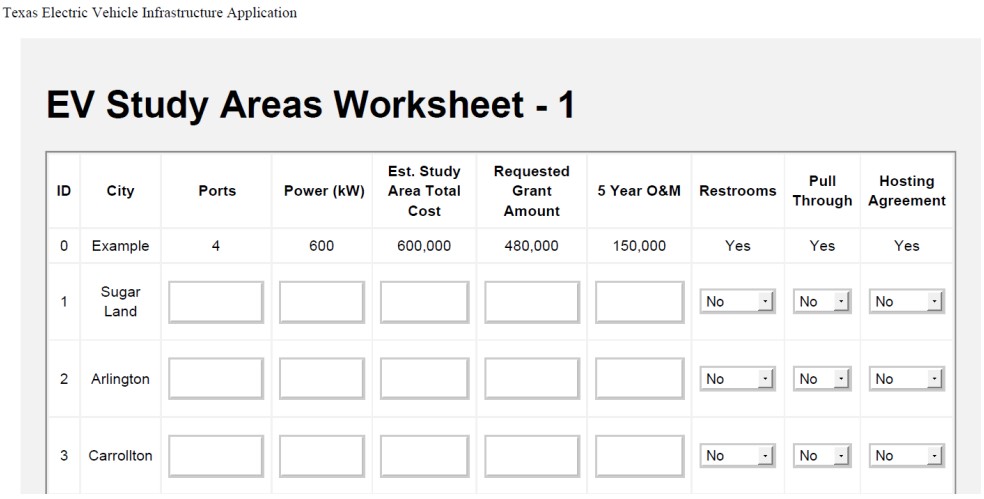
Texas Electric Vehicle Infrastructure Application

Texas Department of Transportation

Texas Electric Vehicle Infrastructure Application

This application is for the installation, operation, maintenance, and usage reporting of Direct Current Fast Charging (DCFC) stations along the Electric Alternative Fuel Corridors in Texas. Proposals will be evaluated on a competitive basis with information provided by applicants in this document. A list of EV Study Areas with study area name, latitude/longitude coordinates, and map links can be found in the Request for Grant Applications document found on the TxDOT EV Landing Page.

The grant application also includes a worksheet that allows applicants to submit specifics for each EV Study Area in the EV Plan they plan to compete for (applicants can submit proposals for as many EV Study areas as desired in one application). There are eleven quantitative inputs that will be scored programmatically based on the scoring worksheet.



Texas Electric Vehicle Infrastructure Application

EV Study Areas Worksheet - 1

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
0	Example	4	600	600,000	480,000	150,000	Yes	Yes	Yes
1	Sugar Land						No	No	No
2	Arlington						No	No	No
3	Carrollton						No	No	No

Scoring Worksheet

The scoring worksheet is the document that describes the categories that will be evaluated in the application. The categories are directly connected to the federal minimum requirements for EV charging. The program to score the eleven quantitative inputs was created based on the values in the scoring worksheet. A draft of the worksheet was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.

Scoring worksheet sample -

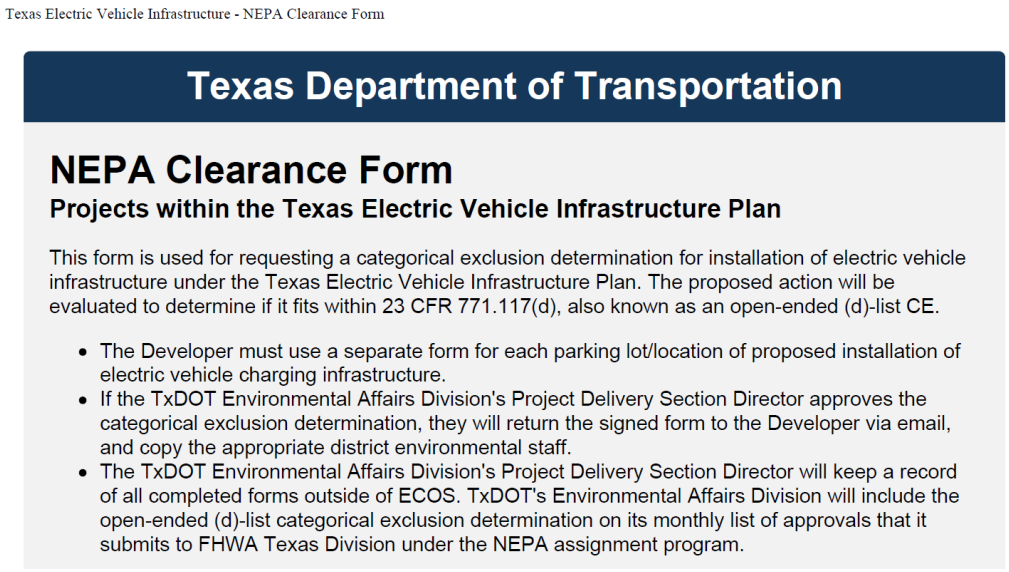
Texas EV Implementation Plan - Scoring Worksheet v07

The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	Type	% of Total
1	Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10	Qualitative	10%
2	Financial Plan for site construction until reimbursement.	Evaluation of the financial plan.	10	Qualitative	10%
3	Plan to achieve station up time of 97% or greater.	Evaluation of the up time plan.	10	Qualitative	10%
4	How the proposed hardware and software will accept payments from the public for DCFC usage.	Evaluation of the payments methods available to users.	5	Qualitative	5%
5	Plan to collect usage information by connector and report the data to TxDOT on a quarterly basis.	Evaluation of the data reporting plan.	5	Qualitative	5%

Environmental Clearance

Electric vehicle charging stations in this program are anticipated to be Categorical Exclusions (CE) per federal program guidance. However, a CE determination still requires site evaluation, and that determination will be made by the TxDOT Environmental Affairs (ENV) division. In consultation with ENV staff it was determined the best fit for the NEVI program was to develop a form-based clearance document. The form contains all necessary items for ENV to make the CE determination. This document will be made available in the application packet and is required to consider the grant application complete. TxDOT will use the information in the form along with additional information provided by TxDOT to make the CE determination. A draft of the NEPA Clearance form was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.



Texas Electric Vehicle Infrastructure - NEPA Clearance Form

Texas Department of Transportation

NEPA Clearance Form

Projects within the Texas Electric Vehicle Infrastructure Plan

This form is used for requesting a categorical exclusion determination for installation of electric vehicle infrastructure under the Texas Electric Vehicle Infrastructure Plan. The proposed action will be evaluated to determine if it fits within 23 CFR 771.117(d), also known as an open-ended (d)-list CE.

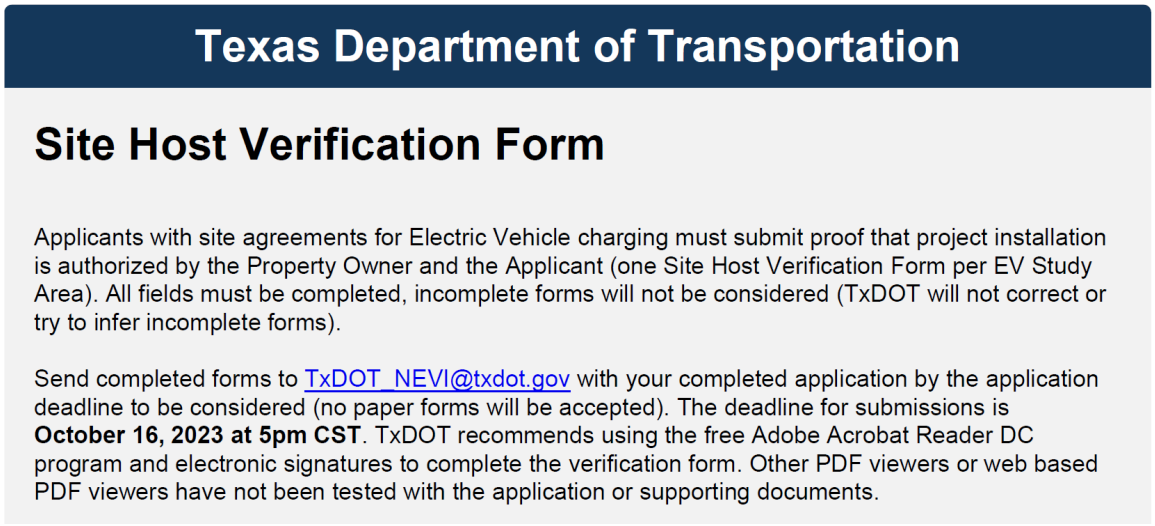
- The Developer must use a separate form for each parking lot/location of proposed installation of electric vehicle charging infrastructure.
- If the TxDOT Environmental Affairs Division's Project Delivery Section Director approves the categorical exclusion determination, they will return the signed form to the Developer via email, and copy the appropriate district environmental staff.
- The TxDOT Environmental Affairs Division's Project Delivery Section Director will keep a record of all completed forms outside of ECOS. TxDOT's Environmental Affairs Division will include the open-ended (d)-list categorical exclusion determination on its monthly list of approvals that it submits to FHWA Texas Division under the NEPA assignment program.

Environmental Clearance Workflow

1. Following the application deadline, proposals are scored and ranked by EV Study Area.
2. Results are published for a two-week review period on the TxDOT EV Landing page.
3. The NEPA Clearance Forms from the top scoring proposals in each EV Study Area are sent to the TxDOT Environmental Affairs Division to conduct the assessment.
4. TxDOT enters negotiations with applicants that received clearance.
5. Following negotiations, TxDOT communicates the results to FHWA for consideration.

Site Host Verification Form

The site host verification form provides proof of coordination between the property owner and applicants (property owners and applicants can be the same entity). Verification forms will be returned at the same time as the application. A draft of the site host verification form was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.



Texas Department of Transportation

Site Host Verification Form

Applicants with site agreements for Electric Vehicle charging must submit proof that project installation is authorized by the Property Owner and the Applicant (one Site Host Verification Form per EV Study Area). All fields must be completed, incomplete forms will not be considered (TxDOT will not correct or try to infer incomplete forms).

Send completed forms to TxDOT_NEVI@txdot.gov with your completed application by the application deadline to be considered (no paper forms will be accepted). The deadline for submissions is **October 16, 2023 at 5pm CST**. TxDOT recommends using the free Adobe Acrobat Reader DC program and electronic signatures to complete the verification form. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

Grant Advertisement

The TxDOT EV Landing page was the primary communication channel for the program and will continue to be the main source of information about the EV implementation. When approved for publication the page will have the grant application information added with downloads for the RGFA, application, site host verification form, environmental clearance form, and instructions for returning the documents. A Grant Application Overview video will be available for applicants to review. The video will cover all program documents, how to fill out the application, and required forms.

Electric Vehicle Infrastructure Grants

TxDOT has developed a competitive grant program to administer the National Electric Vehicle Infrastructure program in Texas. Currently, the grant program is accepting applications for electric vehicle charging infrastructure along the Electric Alternative Fuel Corridors and will continue to do so until **October 16, 2023, at 5pm CST.**

Before starting the application process, it is recommended that all applicants access the grant application overview video to review general instructions and program guidance.

Use the following grant program documents to apply:

- Request for Grant Applications (RFGA)
- Grant Application
- NEPA Clearance Form
- Site Host Verification Form

Please note that physical documents **will not be accepted**. Completed applications, forms and supporting documents must be emailed to: TxDOT_NEVI@txdot.gov

Additionally, TxDOT expects to contract with private entities for the installation, operation, and maintenance of EV charging infrastructure. The private entity will expect to pay the state's share of the cost of a funded project and no state funds will be used for the construction, operation, or maintenance of stations. TxDOT will not own or operate any charging equipment and any contracts under the NEVI formula program will be awarded on a competitive basis.

Questions about the program can be emailed to TxDOT_NEVI@txdot.gov.

The EV Program grant availability will also be posted on the main TxDOT grants page and link back to the EV Landing page.

Federal grant applications

View available federal grant applications »

Pass-through financing

View financing tool for the state highway system »

Electric Vehicle Charging Grants

View available grants for electric vehicle charging »

Notification of EV Program grant availability will be sent to the 500+ contacts that subscribed for updates to the EV Landing page over the last year. Emails are sent from the TxDOT_NEVI@txdot.gov account.

> Good morning,
>
> As part of our continued development of the Texas Electric Vehicle Infrastructure Plan, TxDOT is opening the competitive grant program for applications along the Electric Alternative Fuel Corridors. Full details can be found on the Texas EV Landing page.
>
> Thank you,
> TxDOT NEVI

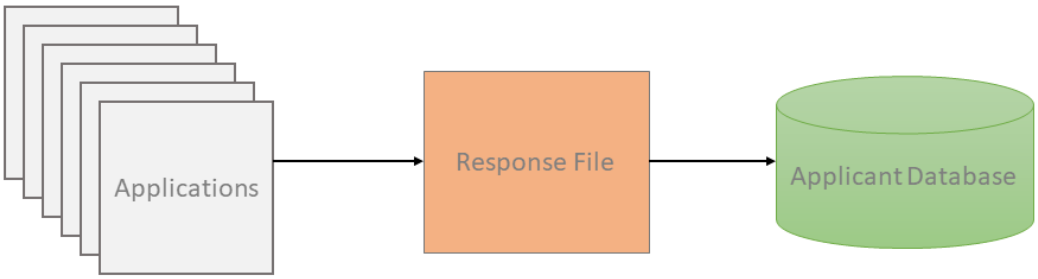
Finally, social media will be used to broadcast the opening of the program for applications on Facebook and Twitter.

Social Media Announcement – Twitter/Facebook

As part of our continued development of the Texas Electric Vehicle Infrastructure Plan, TxDOT is opening the competitive grant program for applications along the Electric Alternative Fuel Corridors. Full details can be found on the Texas Electric Vehicle (EV) Program page.

Grant Scoring and Selection Workflow

A data management process was created to handle the large amount of data returned from each application. The grant application is an editable .PDF with coded text and numeric inputs (952 inputs per application). Each application received is aggregated into a response file as a record. After the application window closes the response file will be exported to an .XLS document for processing.



The seven qualitative items from the applications are scored by the five-member TxDOT team (staff from TPP, STR, and ALD), averaged and added to scores from the ten quantitative items scored programmatically (see worksheet on page 8) to produce a total score by applicant for each EV Study Area. The scores for each EV Study Area are ranked and the top three are identified programmatically.

Company names/scores are from test data -

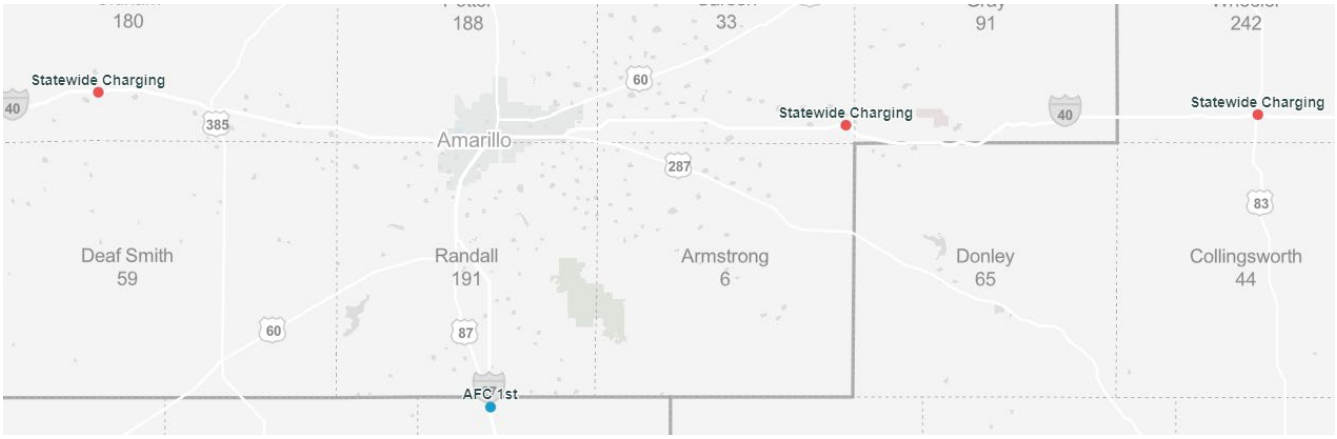
First Place		Statewide Charging, No Level II	70.5	Chargers Are Us	78
Second Place		Statewide Charging, No Level II	70.5	Statewide Charging	73
Third Place		Chargers Are Us, AFC 1st	63	DCFC Company	68
Company Name	Qualitative Score	Sugar Land Tech Score	Sugar Land Total Score	Arlington Tech Score	Arlington Total Score
Name of the entity sub	20	35.5	55.5	43	63
E Trucking	25	28	53	33	58
Chargers Are Us	30	33	63	48	78
Statewide Charging	35	35.5	70.5	38	73
AFC 1st	30	33	63	30.5	60.5
DCFC Company	25	33	58	43	68
No Level II	20	50.5	70.5	30.5	50.5
Electrify Texas	15	30.5	45.5	35.5	50.5

The final analysis step involves mapping the top results by EV Study area to identify how consistent the results are by corridor.

Output table from scoring process -

	ID	EV Study Area	TxDOT Plan Connectors	Latitude	Longitude	Company Name	Total Score
2	1	Sugar Land	8	29.599259	-95.621616	Statewide Charging, No Level II	70.5
3	2	Arlington	8	32.675808	-97.174513	Chargers Are Us	78
4	3	Carrollton	8	32.953967	-96.911068	Statewide Charging	80.5
5	4	Fort Worth	8	32.735865	-97.436854	Statewide Charging	80.5
6	5	Selma	8	29.5845	-98.305398	AFC 1st	75.5

Scoring results mapped -



As stated in the RFGA -

"TxDOT reserves the right to select competitive applications that add to the continuity of corridors and minimizes complexity (equipment, payment methods, accounts, smart phone applications) for users of the charging network."

Contract with Awardees

TxDOT will seek approval of the applicants selected for grant awards from FHWA. Upon approval, TxDOT will formalize the agreement between awardees and the state with a contract that includes all federal minimum requirements, state regulations, and applicable federal laws. TxDOT will consult with FHWA and seek concurrence before terminating a grant agreement. If a grant contract is terminated, TxDOT will open a solicitation to find another grant participant for that study area.

Agreement Estimate

Following the selection of grant awardees, TxDOT will prepare a report outlining the results of the selection process and summary of the financial awards for FHWA review. The report will include detailed prices and estimates provided by the awardees and will include a comparison of all 56 sites in Phase I of the program.

ROW Statement

Prepare a ROW statement for FHWA that no ROW was acquired (property was already owned by host). TxDOT will notify FHWA on the status of ROW acquired (or not) for project locations.

RFGA Changes

If major changes are required to the RFGA after opening the program, TxDOT seek approval of the changes from FHWA. Major changes will be related to program requirements and rules, minor changes will be language clarification or corrections, extensions to deadlines, inclusion of examples or graphics that clarify requirements.

Project Changes

After the project is authorized to proceed, TxDOT will seek approval from FHWA for any major changes in the project plans or contract provisions before the changes are implemented.

Major changes will be related to site location, environmental issues, program requirements and rules, minor changes will be related to scheduling, reporting, and coordination.

Planning and Air Quality

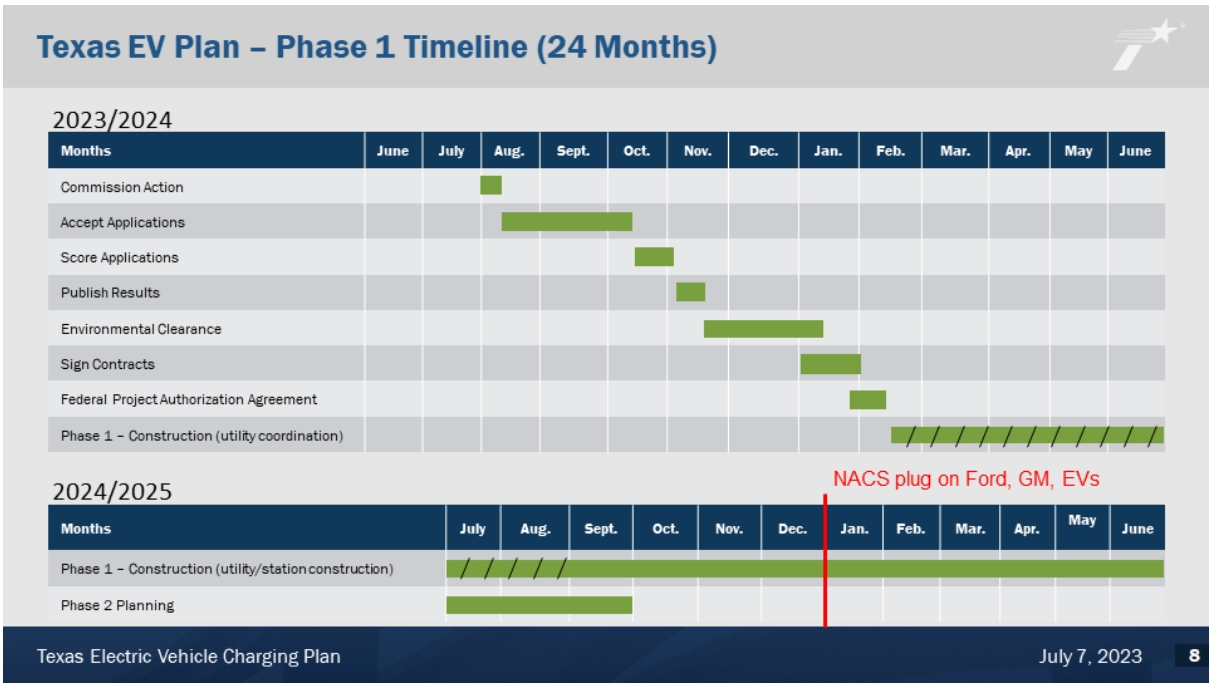
TxDOT will ensure all projects meet statewide and metropolitan transportation planning requirements under 23 CFR 450. And TxDOT will ensure all projects meet air quality nonattainment and maintenance areas requirements under 40 CFR parts 51 and 93.

Managing Grant Awardee Progress

A dedicated SharePoint site was created to manage program documentation, EV Study area progress, grant funding, and long-term operations and maintenance tracking. The site will serve as the day-to-day management tool for the program and provide an auditable trail of program activities.

There are three main lists used to track activities. The first list is the Timeline of program activities, that provides a long-term overview of the stages and provides a quick and easy view of overall program status. The second item is an EV Study Area progress list to track activity and grant amounts of each individual study area.

Program Timeline -



EV Study Area Progress -

EV Study Areas ☆

Study Area ID	Study Area Name	Status	STIP	Contract Signed	ENV Clear	FPAA
1	Sugar Land	Planning	✓	✓	✓	✓
2	Arlington	Planning				
3	Carrollton	Planning				
4	Fort Worth	Planning				
5	Selma	Planning				

The final list tracks financial transactions for each EV Study area. This tool gives TxDOT the ability to quickly view the financial status of grant awardees and their operations and maintenance balances throughout the life of the program. Reports from awardees, statements, etc., will be retained on the SharePoint site and made available for review by FHWA when requested. All values displayed are for testing.

Program Expenses -

Program Expenses ☆ > Sugar Land > **Maintenance, O&M Budget, Operations**

Company	Study Area	Quarter	Date	Amount	Category	Description
Company A	Sugar Land	Q1	2022	$-1,500.00	Operations	Operations reimbursement.
Company A	Sugar Land	Q1	2022	$-500.00	Maintenance	Maintenance reimbursement.
Company A	Sugar Land	NA	2022	$150,000.00	O&M Budget	Available funding for O&M.
Count				Sum	Count	
3				148,000.00	3	

Responsible Charge

The responsible charge for construction of the electric vehicle charging stations will be Humberto “Tito” Gonzalez Jr., P.E., Director of the Transportation Planning and Programming Division. Day to day administration of the program will be delegated to Michael Chamberlain, Director of the Data Management Section of the Transportation Planning and Programming Division.

Construction Authorization

The final station design must be approved by TxDOT before construction. The FHWA's project authorization for final design and physical construction will not be issued until the conditions outlined in 23 CFR 635.309(p)(1) have been met.

(i) All projects must conform with the statewide and metropolitan transportation planning requirements (23 CFR part 450).

(ii) All projects in air quality nonattainment and maintenance areas must meet all transportation conformity requirements (40 CFR parts 51 and 93).

(iii) The NEPA review process has been concluded. (*See* § 636.109 of this chapter).

(iv) The Request for Proposals document has been approved.

(v) A statement is received from the SDOT that either all ROW, utility, and railroad work has been completed or that all necessary arrangements will be made for the completion of ROW, utility, and railroad work.

(vi) If the State DOT elects to include right-of-way, utility, and/or railroad services as part of the design-builder's or CM/GC contractor's scope of work, then the applicable design-build Request for Proposals document, or the CM/GC solicitation document must include:

(A) A statement concerning scope and current status of the required services; and

(B) A statement which requires compliance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended, and 23 CFR part 710.

Public Involvement and Data Sharing

The TxDOT EV Landing page was the primary communication channel for the program and will continue to be the main source of information about implementation activities. All announcements, modifications, tools, and resources will be posted on the landing page. The public input map (where users can suggest charging locations) will stay up for the life of the program. Anyone will be able to track the progress of an individual station or review the statewide distribution, specifications, or progress of the program through dashboards published in the resources section of the landing page. Groups with geographic information systems (GIS) capability will be able to download study areas, stations, and other supporting data for their own analysis.

Maps and Dashboards available on the EV Landing page:

- EV Program Story Map (Narrative and geographic information about the program)
- Phase One Dashboard (Dashboard to track progress on the first 56 sites)
- Texas Statewide EV Registration Dashboard (TxDMV data, displayed by NCTCOG)
- Texas Charging Stations Dashboard (Summary of existing charging stations in Texas)
- Statewide Planning Map (Under "Overlays," select "Alt Fuels – Electric")
- Interactive Map (Suggest charging station locations on this map)

EV Study Areas

EV Study Areas developed under Phase One of the Texas Electric Vehicle Infrastructure Program. Click the study area name to view the map.

ID	Study Area Name	LATITUDE	LONGITUDE
1	Sugar Land	29.599259	-95.621616
2	Arlington	32.673822	-97.198451
3	Carrollton	32.953967	-96.911068
4	Fort Worth	32.735865	-97.436854
5	Selma	29.584500	-98.305398
6	San Marcos	29.875433	-97.931254
7	Buda	30.045982	-97.840347
8	McAllen	26.192108	-98.244858
9	Burleson	32.562974	-97.318876
10	San Benito	26.127911	-97.638202
11	Killeen	31.092090	-97.722385
12	Sherman	33.634403	-96.616112
13	Wichita Falls	33.934934	-98.517834
14	Lubbock	33.546684	-101.844987
15	Winnie	29.828987	-94.389200
16	Laredo	27.511444	-99.503084
17	Gainesville	33.642243	-97.155628
18	Corpus Christi	27.801082	-97.424512
19	Waxahachie	32.385844	-96.867809
20	Corsicana	32.098885	-96.440897
21	Odessa	31.827271	-102.359371
22	Sulphur Springs	33.134957	-95.574128
23	Rolling Meadows	32.433202	-94.853786
24	Van	32.506818	-95.644292
25	Mt Pleasant	33.181377	-94.962017
26	Buffalo	31.458584	-96.082473
27	New Boston	33.475127	-94.417473
28	Fairfield	31.714529	-96.176281

ID	Study Area Name	LATITUDE	LONGITUDE
29	Waskom	32.476105	-94.076490
30	Sandy Oaks	29.175879	-98.427168
31	Luling	29.651199	-97.659593
32	Big Spring	32.263084	-101.489077
33	Merkel	32.477497	-100.010847
34	IH20 and US281	32.610687	-98.109994
35	Clyde	32.413882	-99.501839
36	Edinburg	26.385425	-98.142289
37	Devine	29.129580	-98.896203
38	Dilley	28.671343	-99.183903
39	Three Rivers	28.517790	-98.177438
40	Mathis	28.112364	-97.817508
41	Fort Hancock	31.304606	-105.840043
42	Colorado City	32.412310	-100.859979
43	Encinal	28.039310	-99.350893
44	Monahans	31.574931	-102.891564
45	Plainview	34.183943	-101.749937
46	Sierra Blanca	31.173414	-105.355442
47	Shamrock	35.231164	-100.246426
48	Fort Davis RA	31.083259	-104.082205
49	Raymondville	26.479103	-97.769098
50	Adrian	35.269678	-102.664981
51	Kerrville	30.070708	-99.110864
52	Groom	35.212113	-101.105004
53	Sonora	30.576717	-100.637407
54	Happy	34.74033	-101.847651
55	Iraan	30.858683	-102.075882
56	Balmorhea	30.993669	-103.661938

Glossary

AC – Alternating Current
AFC – Alternative Fuel Corridor
CCS 1 – Combined Charging System or plug type for DC Fast Charging
Connector – Plug that connects the electric vehicle to the charging equipment
Corridor Pending – Corridor does not satisfy FHWA requirements
Corridor Ready – Corridor meets FHWA requirements
DC – Direct Current
DC Fast Charging – High power charging 400-800 volt, 150-600 amps, 3 phase
DOE – Department of Energy
DOT – US Department of Transportation
EV – Electric Vehicle
EVSE – Electric Vehicle Service Equipment
FHWA– Federal Highway Administration
Justice40 – Federal program outlining 40% of federal climate investments go directly to frontline communities most affected by poverty and pollution
kW – Kilowatt (1,000 watts)
kWh – Kilowatt Hour (1,000 watts for 1 hour)
Level I – Low power charging 120-volt, 10-20 amps, single phase
Level II – Medium power charging 240-volt, 15-50 amps, single phase
Location – Physical location where electric vehicles charge
MPO – Metropolitan Planning Organization
mW – Megawatt (1,000 kilowatts)
mWh – Megawatt Hour (1,000 kilowatts for 1 hour)
NACS – North American Charging Standard, plug type for DC Fast Charging
NEVI – National Electric Vehicle Infrastructure
POC – Point of Contact
Port – Charging outlet, usually a pedestal design with connectors for charging electric vehicles
PIP – Public Involvement Plan
PM – Project Manager
SECO – State Energy Conservation Office
TCEQ – Texas Commission on Environmental Quality
TxDOT – Texas Department of Transportation
3 Phase – Electrical supply from 3 power lines

Texas Department of Transportation

Texas Electric Vehicle Infrastructure Application

This application is for the installation, operation, maintenance, and usage reporting of Direct Current Fast Charging (DCFC) stations along the Electric Alternative Fuel Corridors in Texas. Proposals will be evaluated on a competitive basis with information provided by applicants in this document. A list of EV Study Areas with study area name, latitude/longitude coordinates, and map links can be found in the Request for Grant Applications document found on the TxDOT EV Landing Page..

TxDOT will only review one application per company/respondent and successive submissions will not be considered. Save a local copy of your completed application first then send the application to TxDOT using the Submit Form button in the document viewer or by email to TxDOT_NEVI@txdot.gov. The deadline for submissions is **October 16, 2023 at 5pm CST**. TxDOT will send a confirmation email your application was received (confirmation could take up to 24 hours). Paper copies will not be accepted. TxDOT recommends using the free Adobe Acrobat Reader DC program to complete the application. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

In addition to the Grant Application, applicants are required to attach a specification sheet for the proposed DCFC equipment that clearly shows how the equipment will meet NEVI requirements. This includes the minimum 150kW per port requirement (power sharing is acceptable as long as each port receives 150kW or greater simultaneously) and the ability to ensure 150kW per port can be delivered to battery packs with 400+ volt or 800+ volt architecture.

Preliminary designs, specifications, or plans at potential site locations can be forwarded with the completed application. Do not send marketing materials or brochures.

Terms used in this document

Location describes the physical location or address of the EV charging station.

Direct Current Fast Charger (DCFC) is hardware that delivers Direct Current (DC) to the EV.

Port provides power from the DCFC to the EV. Power can be split between multiple ports on a DCFC but each port must support 150kW simultaneously.

Connector is the plug that connects to the EV.

Contact Information

Submittal Date

02/01/2023

Entity Name

Name of the entity submitting the application

Point of Contact (POC)

John Smith

POC Email

JohnSmith@email.com

POC Phone Number

512-123-4567

Business Address

123 Main Street Austin,TX 78707

General Information - 1

Describe your experience installing, operating, maintaining, and reporting usage for DCFC charging equipment. Include key personnel experience and examples of similar work completed in Texas or other states.

General Information - 2

Under this program, 80% federal reimbursement occurs after the site is 100% complete, permitted, inspected, and open to the public. Describe your plans to finance construction until eligible for reimbursement.

Describe how your company plans to meet the FHWA 97% up time requirement.

General Information - 3

List the payment options that will be available to users of DCFC equipment and descibe how each method works. Include plans to handle unbanked users of the equipment.

Describe how your company plans to collect then report usage of the DCFC equipment.

General Information - 4

Describe your training/certification program for DCFC installation and maintenance.

Describe your cyber security plan for data and software that supports DCFC stations.

General Information - 5

Does the DC Fast charge equipment and software support the application of idle fees after the charging session is complete and grace period has expired (length of grace period will be set in the awardees contract).

No

Does your plan include a contact phone number or web support page posted at the location to assist users?

No

Is the proposed equipment Build America Buy America compliant?

No

Is the applicant a certified HUB entity?

No

Worksheet Instructions

Each record in the worksheet represents an EV Study Area from the Texas EV Plan. Apply for as many Study Areas as desired in one application. Read and follow the directions. TxDOT will not correct or infer values that do not follow the standards and incorrectly populated records will not be scored.

Ports is a whole number between 4 and 8. It represents the number of ports proposed in your application. The Texas EV Plan (page 51) lists the desired number of ports for EV Study Areas. Per FHWA requirements, ports cannot be less than 4 per location.

Power (kW) is a whole number greater than or equal to 600. This column represents the total proposed power of the location. Power is divided by number of ports during scoring for power per port. Per FHWA requirements, power per port is 150kW or greater.

Est. Study Area Total Cost is a whole number without dollar signs or decimal places. Commas after every third number are encouraged. This column represents the total estimated cost to provide a fully functional EV charging location at the proposed power level with the proposed number of ports.

Requested Grant Amount is a whole number without dollar signs or decimal places. Commas after every third number are encouraged. This column represents the amount of grant funds requested to provide a fully functional EV charging location at the proposed power level with the proposed number of ports. Requested Grant Amount will be divided by the number of ports during scoring to determine cost per port. The Requested Grant Amount cannot be more than 80% of the Est. Study Area Total Cost.

5 Year O&M is a whole number without dollar signs or decimal places. Commas after every third number are encouraged. This column represents the total proposed 5 Year Operations and Maintenance estimate for a fully functional EV charging location at the proposed power level with the proposed number of ports.

Restrooms will be available to users of the charging station (Yes or No). Restrooms do not have to be owned and operated by the site host or equipment provider. Charging stations located in the same parking lot of shopping malls, restaurants, convenience stores, or other retail locations are acceptable.

Pull Through space (at least 1) available for light duty vehicles pulling trailers (Yes or No).

Hosting Agreement in place at the time your application was submitted (Yes or No, sign and email the Hosting Agreement with your completed application to TxDOT_NEVI@txdot.gov if yes). There should be one Hosting Agreement form for each site applied for in the application.

EV Study Areas Worksheet - 1

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
0	Example	4	600	600,000	480,000	150,000	Yes	Yes	Yes
1	Sugar Land						No	No	No
2	Arlington						No	No	No
3	Carrollton						No	No	No
4	Fort Worth						No	No	No
5	Selma						No	No	No
6	San Marcos						No	No	No
7	Buda						No	No	No
8	McAllen						No	No	No
9	Burleson						No	No	No
10	San Benito						No	No	No
11	Killeen						No	No	No
12	Sherman						No	No	No

EV Study Areas Worksheet - 2

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
13	Wichita Falls						No	No	No
14	Lubbock						No	No	No
15	Winnie						No	No	No
16	Laredo						No	No	No
17	Gainesville						No	No	No
18	Corpus Christi						No	No	No
19	Waxahachie						No	No	No
20	Corsicana						No	No	No
21	Odessa						No	No	No
22	Sulphur Springs						No	No	No
23	Rolling Meadows						No	No	No
24	Van						No	No	No

EV Study Areas Worksheet - 3

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
25	Mt Pleasant						No	No	No
26	Buffalo						No	No	No
27	New Boston						No	No	No
28	Fairfield						No	No	No
29	Waskom						No	No	No
30	Sandy Oaks						No	No	No
31	Luling						No	No	No
32	Big Spring						No	No	No
33	Merkel						No	No	No
34	IH20 & US281						No	No	No
35	Clyde						No	No	No
36	Edinburg						No	No	No

EV Study Areas Worksheet - 4

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
37	Devine						No	No	No
38	Dilley						No	No	No
39	Three Rivers						No	No	No
40	Mathis						No	No	No
41	Fort Hancock						No	No	No
42	Colorado City						No	No	No
43	Encinal						No	No	No
44	Monahans						No	No	No
45	Plainview						No	No	No
46	Sierra Blanca						No	No	No
47	Shamrock						No	No	No
48	Fort Davis RA						No	No	No

EV Study Areas Worksheet - 5

ID	City	Ports	Power (kW)	Est. Study Area Total Cost	Requested Grant Amount	5 Year O&M	Restrooms	Pull Through	Hosting Agreement
49	Raymondville						No	No	No
50	Adrian						No	No	No
51	Kerrville						No	No	No
52	Groom						No	No	No
53	Sonora						No	No	No
54	Happy						No	No	No
55	Iraan						No	No	No
56	Balmorhea						No	No	No

Texas Department of Transportation

Site Host Verification Form

Applicants with site agreements for Electric Vehicle charging must submit proof that project installation is authorized by the Property Owner and the Applicant (one Site Host Verification Form per EV Study Area). All fields must be completed, incomplete forms will not be considered (TxDOT will not correct or try to infer incomplete forms).

Send completed forms to TxDOT_NEVI@txdot.gov with your completed application by the application deadline to be considered (no paper forms will be accepted). The deadline for submissions is **October 16, 2023 at 5pm CST**. TxDOT recommends using the free Adobe Acrobat Reader DC program and electronic signatures to complete the verification form. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

Applicant Section

Entity Name

Name of the entity submitting the application

TxDOT EV Study Area

None

Proposed Station Address

123 Main Street Austin,TX 78707

Name of Authorized Official

John Smith

Authorized Official Title

Is the applicant a certified HUB entity?

No

Signature

Date

Property Owner Section

I, the undersigned owner of the property located at the address in the Applicant section above, consent to the installation of the Direct Current Fast Charge equipment at the aforementioned property. I understand and agree that the Applicant listed above is obligated to keep the charging station(s) equipment in operation and in service for a minimum of five (5) years after installation per the requirements in the TxDOT Request for Grant Application (RFGA).

Property Owner Name

John Smith

Property Owner Title

Is the property owner a certified HUB entity?

No

Property Owner Signature

Date

Texas Department of Transportation

NEPA Clearance Form

Projects within the Texas Electric Vehicle Infrastructure Plan

This form is used for requesting a categorical exclusion determination for installation of electric vehicle infrastructure under the Texas Electric Vehicle Infrastructure Plan. The proposed action will be evaluated to determine if it fits within 23 CFR 771.117(d), also known as an open-ended (d)-list CE.

- The Developer must use a separate form for each parking lot/location of proposed installation of electric vehicle charging infrastructure.
- If the TxDOT Environmental Affairs Division's Project Delivery Section Director approves the categorical exclusion determination, they will return the signed form to the Developer via email, and copy the appropriate district environmental staff.
- The TxDOT Environmental Affairs Division's Project Delivery Section Director will keep a record of all completed forms outside of ECOS. TxDOT's Environmental Affairs Division will include the open-ended (d)-list categorical exclusion determination on its monthly list of approvals that it submits to FHWA Texas Division under the NEPA assignment program.

This form can only be used if the installation of electric vehicle infrastructure meets the following criteria listed at 23 CFR 771.117(a) and (b):

(a) Does not induce significant impacts to planned growth or land use for the area; does not require the relocation of significant numbers of people; does not have a significant impact on any natural, cultural, recreational, historic or other resource; does not involve significant air, noise, or water quality impacts; does not have significant impacts on travel patterns; and does not otherwise, either individually or cumulatively, have any significant environmental impacts.
(b) Does not involve unusual circumstances such as:

A. Significant environmental impacts;
B. Substantial controversy on environmental grounds;
C. Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act; or
D. Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

In the unusual event that an electric vehicle infrastructure project does not meet the above criteria, then TxDOT cannot issue a categorical exclusion determination and the project will instead require an environmental assessment or environmental impact statement under the National Environmental Policy Act.

The private developer, sponsor, TxDOT district, local government, or other entity (Developer) proposing to install EV charging infrastructure using federal funding through the Texas Electric Vehicle Infrastructure Plan is responsible for filling-in all sections of this form except for the Categorical Exclusion Determination section at the end, which will be completed by the environmental approver.

By submitting this form for approval, the Developer acknowledges that it is responsible for ensuring that the proposed installation of electric vehicle charging infrastructure complies with all applicable environmental laws.

Applicant Contact Information

Form Completed By

John Smith

Phone Number

512-123-4567

Email

JohnSmith@email.com

Name of Developer or entity proposing projects

Your Company Name

Signature

Date

Project Information

Project Name (TxDOT EV Study Area)

None

Proposed Station Address

123 Main Street Austin,TX 78707

County

None

Project Description

Does the project involve any of the conditions at 23 CFR 771.117(a) and (b) (see p. 1) that would disqualify the project from being processed as a categorical exclusion?

No

Does the project occur on undeveloped property?

No

Documentation: The following should be provided with this form. Check each item to verify:

- ☐ A map showing the project location
- ☐ A site plan showing the proposed project features
- ☐ Street level photographs of property

Hazardous Materials

Describe any known or suspected contamination on property with potential to impact project as well as steps to handle potential waste encountered during construction activities. As needed, describe current and past land uses, information presented by current landowner, past studies (such as a Phase I Environmental Site Assessment), results of database reviews, and site observations to support conclusions.

Historic Resources

Would project take place in an existing parking facility with no major electrical infrastructure modifications, and is the project located as close to an existing electrical service panel as practicable? "Parking facility" means any building, structure, land, right-of-way, facility or area used for parking vehicles.

No

Would project only use reversible, minimally invasive, non-permanent techniques to affix the infrastructure?

No

Would project minimize ground disturbance to the maximum extent possible, and ensure that it does not exceed previous levels of documented ground disturbance?

No

Would project use the lowest profile EVSE reasonably available that provides the necessary charging capacity, place the EVSE in a minimally visibly intrusive area, and use colors complementary to the surrounding environment?

No

If "yes" to all of the above questions, the project is exempt from Section 106 historic preservation review. If project is not exempt, coordinate with TxDOT ENV and describe below anticipated impacts to historic properties. See the Advisory Council on Historic Preservation's Exemption From Historic Preservation Review for Electric Vehicle Supply Equipment, 87 Federal Register 66201, November 2, 2022.

Historic Resources

Is the project located within a historic district? Use the TxDOT Historic Resourcees of Texas Aggregator available at https://arcg.is/0iW0Hj for locations of districts. Answer yes to this questions if a feature of the project occurs within any of the six district types shown on the Aggregator.

No

If Yes, describe below any anticipated impacts to the historic district then coordinate with TxDOT ENV as soon as possible.

Archaeological Resources

Does any part of the project occur within 15 feet of the boundary of a known cemetery founded earlier than 1955, or does the project directly affect known burials? Many cemeteries are identified at https://atlas.thc.texas.gov/.

No

Do proposed improvements require more than 100 cubic yards of new ground disturbance (disturbance to sediments not already impacted by prior construction activities)?

No

If 'Yes' to any of the above, coordinate with TxDOT ENV as soon as possible and describe below anticipated impacts.

Vegetation, Habitat, and Invasive Species

If project occurs on undeveloped property, describe impacts to vegetation and identify rare species and natural habitats to be impacted and preserved as well as infestations of invasive species that need to be eradicated. Make a determination of the likelihood project may introduce or spread invasive species and then describe measures that will be taken to avoid and minimize potential harm.

Protected Species

Describe impacts to birds and active bird nests and then describe method of compliance with the Migratory Bird Treaty Act. If project is on undeveloped property, coordinate with TxDOT ENV as soon as possible and describe impacts to federally listed species or other species of concern. Consider https://ipac.ecosphere.fws.gov/ as resource.

Water Resources

Describe whether project occurs within a mapped floodplain and any anticipated impacts along with any local permitting requirements. Describe impacts to streams, creeks, and wetlands and how project will comply with Section 404 of the Clean Water Act. Describe whether project requires a TPDES Construction General Permit and method of compliance.

Edwards Aquifer Rules

Does project occur over the recharge, contributing, or transition zones of the Edwards Aquifer (in portions of Medina, Bexar, Comal, Kinney, Uvalde, Hays, Travis and Williamson Counties)

No

If yes, describe whether project is considered a regulated activity (30 TAC Â§213.3(28) and Â§213.22(6)) and methods of compliance with Rules.

Community Impacts

Describe any displacements resulting from project. Describe any public involvement conducted. Describe any public controversy surrounding project.

Other Issues

Describe any other issues or impacts (such as air quality or noise) associated with this project.

Categorical Exclusion Determination

(to be completed by TxDOT)

TxDOT Comments.

By signing below, the TxDOT employee confirms that the installation of EV charging infrastructure described above meets the requirements for a categorical exclusion under 23 CFR 771.117(a), does not involve any of the unusual circumstances described at 23 CFR 771.117(b), and is approved as a categorical exclusion.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

TxDOT Approval Signature

Date

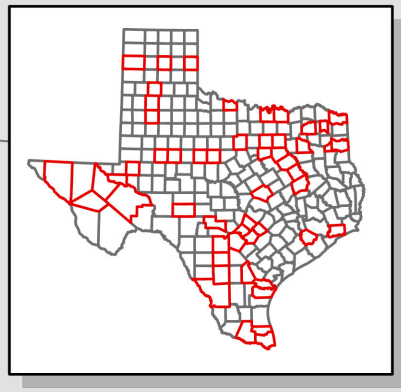
Texas EV Implementation Plan - Scoring Worksheet v07

The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	Type	% of Total
1	Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10	Qualitative	10%
2	Financial Plan for site construction until reimbursement.	Evaluation of the financial plan.	10	Qualitative	10%
3	Plan to achieve station up time of 97% or greater.	Evaluation of the up time plan.	10	Qualitative	10%
4	How the proposed hardware and software will accept payments from the public for DCFC usage.	Evaluation of the payments methods available to users.	5	Qualitative	5%
5	Plan to collect usage information by connector and report the data to TxDOT on a quarterly basis.	Evaluation of the data reporting plan.	5	Qualitative	5%
6	Training and certification plan for employees and contractors that install, operate, and maintain DCFC equipment.	Evaluation of the training and certification plan.	5	Qualitative	5%
7	Cyber security plan to protect equipment and user data.	Evaluation of the cyber security plan.	2	Qualitative	2%
8	The number of ports meets the desired number of ports in the TxDOT EV Study Area.	Full points for meeting the desired number of ports in the study area, half points for less than the desired ports per study area, no points for less than 4 ports. **Less than 4 = Disqualified**	5	Quantitative	5%
9	Power rating per port.	Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. **Less than 150kW = Disqualified**	5	Quantitative	5%
10	Estimated price per fully functional port installed.	Full points if less than 125K per port, Half points if 125K to 175K per port, quarter points if 175K or greater per port.	20	Quantitative	20%
11	Operation and maintenance estimate for 5 years.	Percentages based on full site installation price estimate. Full points if O&M is less than 25% of installation price, half points if O&M is between 25% and 50% of installation price, quarter points if O&M is greater than 50% of installation price.	5	Quantitative	5%
12	Restrooms available to the public.	Full points for yes or zero points for no.	5	Quantitative	5%

13	Pull through space for light duty vehicles with trailers.	Full points for at least 1 pull through space. No points for any other scenarios.	2	Quantitative	2%
14	Retail agreement in place to host stations.	Full points for entities with signed hosting agreements with property owners to utilize parking spaces open to the public 24/7. No point for any other scenarios.	5	Quantitative	5%
15	Equipment and software ability to enforce idle fees.	Full points for the ability to monitor charging session and enforce idle fees when sessions are complete after a 10 minute grace period (length of grace period is negotiable). No points for any other scenarios.	2	Quantitative	2%
16	Dedicated support with contact information posted on site.	Full points for phone support 24/7, half points for web support 24/7, no points for any other options.	2	Quantitative	2%
17	Buy America compliant DCFC equipment and construction materials.	Full points for 100% compliant. No points for any other scenario.	2	Quantitative	2%
			100		

Multiple Districts — Exhibit G — Multiple Counties



Kansas
Missouri
Oklahoma
Arkansas
New Mexico
Louisiana
Chihuahua
Coahuila De Zaragoza
Nuevo Leon
Tamaulipas

40 27 44 35 75 30 35E 35W 20 10 14 45 37 69 69E 2

- EV Study Areas
- Electric - Alternative Fuel Corridor (Ready)
- Electric - Alternative Fuel Corridor (Pending)

0 70 140 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
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Texas Department of Transportation